may be notified by the Board in this behalf in the Official Gazette".

2. Sectors identified for permitting Foreign Direct Investment (FDI) and for according automatic approval of 75% foreign equity should also include IWT system.

3. Inland Water Transport Industry and the Inland Water Transport Services Industry should be considered and notified for the grant of automatic approval for foreign equity.

4. IWT sector should be declared as industry. The infrastructure sectors like Roads, Ports have already been declared as industry and facilities like borrowing on easy terms as available for those sectors should be extended to IWT also.

5. IWT sector may have to be assigned *a* suitable rank for approval of specific projects relating to National Waterways and other Waterways.

6. In order to encourage investment into IWT sector, grant of certain built in concessions like Development Rebate or Investment Allowance for IWT sector may have to be considered.

7. The present ship building capacity is limited to meet the expected demand for new vessels. The restriction oh import of vessels need to be removed.

8. Customs duty on import of spare parts of vessels may be abolished so that the operating/maintenance cost is kept at par with the international level in so far as the cost of spare parts is concerned.

9. Agencies of Government may come farward to announce offer of assured cargo on a long term basis, so that the private investor will be encouraged to invest in the vessels and also in other facilities.

10. Development of adequate training facilities for the crew personnel by setting up an independent Training Institution was emphasised so that continuous training is made available.

11. More of partnership arrangements between Public Sector beneficiaries and private investors will be desirable.

12. Development of tourism in the river region should be taken up in consultation with tourism development organisations.

13. Passenger traffic and development of modernised vessels is to be taken up for optimum utilisation of the available waterways and to relieve the pressure on road/rail facilities.

14. More frequent interaction on a regular basis between Government, operators and users is recommended. These meetings and consultations will lead to creation of positive policy making environment.

15. Setting up of a Task Force for studying the feasibility of select waterways, and suggest suitable strategy for development of Inland Water Transport system was recommended.

Dedicated and Product Specific Ports

1283. SHRI V. HANUMANTHA RAO: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the dedicated and product specific ports in operation in the country;

(b) the names of such ports; and

(c) the details of other product specific or dedicated ports under active consideration?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKAT-RAMAN): (a) All the Major ports in the country are generally handling all types of cargo. There are no dedicated and product specific ports in operation in the country.

(b) Does not arise.

(c) There is no such proposal under active consideration.